REMARKS

This is in response to the Office Action dated September 8, 2005.

SUMMARY OF OFFICE ACTION

In the Office Action, Claims 1-3 and 11-13 were rejected under 35 U.S.C. § 102(b) as being anticipated by Mobius (U.S. 5,952,555). Claims 4-7 and 14-17 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Mobius in view of Kotwicki et al. (U.S. 5,363,091). Claims 8 and 18 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Mobius in view of Iwata et al. (U.S. 5,542,248). Claims 9 and 19 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Mobius in view of Milliken (EP 634185). Claims 10 and 20 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Mobius in view of Rossi (U.S. 6,371,097).

Lastly, the Examiner stated that the prior art made of record and not relied upon is considered pertinent to the Applicant's disclosure.

APPLICANT'S RESPONSE

In the Office Action, the Examiner rejected Claims 1 and 11 under 35 U.S.C. § 102(b) as being anticipated by Mobius. In support thereof, the Examiner refers Applicant to the abstract, Figure 5, Column 4, Lines 24-43 and Column 7, Line 59 to Column 8, Line 7.

In response, Applicant amends Claims 1 and 11 to (1) clarify that the gauge receives signals from first and second oxygen sensors, and first and second gauge displays are operative to independently display the received signals of respective first and second oxygen sensors and (2) further recite that the gauge displays are juxtaposed to each other. The basis for the "juxtaposed to each other" limitation is found in Figure 2 of the specification. Applicant respectfully submits that Mobius does not disclose at least two gauge displays juxtaposed to each other and operative to independently display signals from respective first and second oxygen sensors to facilitate simultaneous viewing and comparison of first and second air/fuel ratios, as recited in Claims 1 and 11. In support thereof, Applicant respectfully directs the Examiner's attention to same sections cited by the Examiner. The

abstract appears to go into great detail regarding the new method of determining and controlling the air/fuel ratio for motor vehicles. It does not appear to disclose two gauge displays juxtaposed to each other. Figure 5 also does not disclose two gauge displays juxtaposed to each other. In support thereof, Applicant respectfully directs the Examiner's attention to Column 7, Line 59 to Column 8, Line 7 which discusses the particulars of Figure 5. As understood, reference numerals 10 and 11 refer to exhaust pipes, reference numeral 4 refers to a heating device, reference numeral 3 refers to a catalytic converter system, reference numeral 2 refers to a resistive sensor as well as reference numeral 1, and reference numeral 6 refers to an electronic device to calculate and display lambda. As understood, lambda is a singular number and not two numbers. As understood, the electronic device at most will have only one gauge display. Column 4, lines 24-43 also does not disclose at least two gauge displays.

The juxtaposition of the two gauge displays and the display of signals from respective first and second oxygen sensors on the gauge displays permit the driver to ascertain vehicle diagnostic information with a quick visual glance of the air/fuel ratio device. For example, as the driver accelerates, the air/fuel ratios through the two exhausts may increase over a period of time. If the air/fuel ratios increase at the same rate through both exhausts, then the driver is able to visually detect such state and determine that the fuel system is working properly. However, if air/fuel ratios increase faster through one of the exhausts compared to the other exhaust then the driver is able to visually detect such difference in rate of increase of the air/fuel ratio through both exhausts due to the juxtaposition of the gauge displays and determine that the fuel system is working improperly.

Conversely, as the driver eases off of the gas pedal to maintain the vehicle's speed or to decelerate, the air/fuel ratio through both exhausts should ideally decrease at the same rate. If the air/fuel ratios through the exhausts decrease at the same rate, then the driver is able to visually detect such state and determine that the fuel system is working properly. However, if the air/fuel ratios decrease through one of the exhausts faster than the other exhaust then the driver is able to visually detect such difference with a quick glance at the air/fuel ratio device due to the juxtaposition of the gauge displays and determine that the fuel system is working improperly.

The cited prior art does not appear to teach juxtaposing gauge displays to enable the user to visually compare two air/fuel ratios of two exhausts with a quick glance of the gauge.

Hence, Applicant respectfully submits that Claim 1 is novel and non-obvious over Mobius, and Claim 1 is condition for allowance.

The dependant claims of Claim 1, namely Claims 2-10 and 12-20 are also believed to be in condition for allowance for being dependant upon allowable based Claims 1 and 11 as well as containing additional patentable subject matter.

Applicant acknowledges receipt of the prior art made of record and not relied upon, but considered by the Examiner to be pertinent to Applicant's disclosure. Applicant respectfully submits that the cited prior art, either alone or in combination, does not anticipate, suggest, or make obvious it instantly claimed invention.

CONCLUSION

For the foregoing reasons, Applicant respectfully submits that all the stated grounds of rejection have been overcome, and that Claims 1-20 are in condition for allowance. An early notice of allowance is therefore respectfully requested.

Should the examiner have any suggestions for expediting allowance of the application, the examiner is invited to contact the applicant's representative at the telephone number listed below.

If any additional fee is required, please charge Deposit Account Number 19-4330.

Respectfully submitted,

Date: Nov 03, 2005 By: _____

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